

104-10500-10000

In a letter from London appearing in the vernacular papers the difficulties attending the enforcement of the same are magnely and strongly commented upon. The restriction of the output and the denial of manufacturers' licenses, by which the Government seeks to raise the price of the commodity, are said to have been calculated to injure the native manufacture, who appear to shiver in their seats at the prospect.

In consequence, a well-known laborer, recently surrendered to the authorities has stated that any attempt

attended with danger. The letter speaks of a protest against the money which has been made by the foreigners, who have before been successful in averting the imposition of a similar tax brought in during Count Kameyama's former Generalship. It is anticipated in some quarters that the present money

THROUGH THE HEART OF OHIO
THE SOUTHERN OHIO RAILWAY
- Mr W. K. Brice son of the late S.
Calvin S. Brice, has been relating the

Our party was headed by G. William Barclay Parsons, well known in connection with the R. and Trans. Co. of New York, and included Hunt, a civil engineer; E. C. Gould,

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In the afternoon of December 10, General Parsons pressed ahead and effected a passage through the mountains down the valley of the Slang river, which is called Christmas pass, in honour of the fact that the Chinese officials called that day Christmas.

A few days later General Parsons, in'n Rich, Was and myself left the

which is situated at the junction of the Yangtze and Sling rivers. It is a city of 300,000 population, has telecommunication with Hankow, and is shortly opened as a treaty port. It was holding the annual examination, and 10,000 students had come to take part. And on that account it

forbidden to enter the city. Who
lawed to enter, however, and the re-
mained on our boats. The great
the Yangtze, along Yuan and
dozen others, are forming an impen-
west of Yo Chou. It is only a
miles long during the freshets and
great mud sink during the winter

for it already has got shops, and country in the higher level back of it important to that industry. Up the Siang river, and a week later the other members of the expedition, Siang Yiu, to which point they had the survey. Here we were hospitably received by the Shen magistrate.

Chinese gentleman in the dining room. Yu by name, who had been to the University, and spoke English well. We were entertained at a dinner wholly Chinese, and greatly enjoyed the novelty of some of the dishes as well as the amusement created by our awkward attempts to manipulate our chopsticks.

general attention. The trumpet called our soldiers would enter first, blowing their lives depended upon the effort. Every blast brought hordes of Chinese. At Tung Kuan we had our first trouble. Some of the ill-natured the big crowd began to show their contempt for us by hooting and

stones. The Chinese and soldiers surrounded us and hurried us to our boats where we were out of harm's way. The confusion General Parsons was by a stone but was not hurt. The river is a very large river, with fairly a current and is navigable for fairly large boats, probably as far as Hong Kong.

some places very picturesque. The country is generally hilly and the valley is of varying width. We went anywhere from ten to sixteen days up the Siang and were not retarded. We reached Chung Shing of the province of Hunan, on Jan. 10 and were reluctantly received by

been dismissed from office for being too aggressive and I guess he feared that precedent had been established. He also thought that if he showed us consideration there would be a great demonstration in which he might carry out his orders to protest. Finally he decided to give us a receipt.

the nature of the concession will be understood when it is stated that we find foreigners who ever entered it. He said that his people were not going to build a railway and that they would be educated before our people. Chang Shu is a large and important city with an estimated population of 1,000,000.

There are some fine-looking terraced houses, and the whole city is surrounded by a massive well-built wall. The city is well situated, and back of some hills which afford beautiful views of the river and opposite mountains.

predecessor the place was very poor and an electric light plant was built. Unfortunately, the administrative policy was changed, and I believe is now a dangerous avocation. I believe, however, a city of great possibilities in the province is opened up. Even the business quarter is active, rich

A Monster On Track.
A large steel storage tank, holding 4,000 gallons of oil, is being

laid. This suggests that the oil tank (see below) was located for the purpose of use in which, owing to the large demand throughout the East, business is kept on. The Baco Co. is already manufacturing and

have that of other forms, and they
local concerns preparing to do so

1978

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INDIAN PACIFIC RAILWAY COMPANY

ROYAL MAIL STEAMSHIP LINE

A detailed black and white illustration of a large steamship, likely a Royal Mail vessel, shown from a side profile. The ship features three masts with complex rigging, a prominent funnel emitting smoke, and a dark hull with a white upper section. The ship is depicted on a calm sea.

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(Subject to Alteration.)

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ESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R.. WEDNESDAY, 9-th Aug. '99
ESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R.. WEDNESDAY, 30-th Aug. '99

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For further information, Maps, Guide Books, Rates of Passage, etc., apply to
 D. E. BROWN, General Agent,
 HONGKONG, June 22, 1899.
 FLORIDA STRAIT, 1894

IPPON YUSEN KAISHA,

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROTECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Shippers.	Destinations.	Sailing Dates.
MARU, RAINFREDER.	{ MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 11th July, at 6 p.m.
HIJIMA MARU, TOSHIKAWA.	{ BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 13th July, at Noon.
KURA MARU, TANPAT.	{ MARSEILLES, LONDON, AND ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 27th July, at 4 p.m.

through Passenger Tickets and Bills of Lading issued for the Principal Cities in
United States, Canada, and Europe, in connection with the GREAT NORTHERN RAIL-
ROAD, for further information as to Freight, passage, sailings, Etc., apply at the Com-
modore Branch Office at No. 7, Praya Central.

A. S. MIHARA, *Manager.*

Hongkong, July 3, 1899. 1499

NORTHERN PACIFIC STEAMSHIP CO.

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IN CONNECTION WITH			IN CONNECTION WITH		
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Ton.	Captain.	Proposed Sailing.	Ton.	Captain.	Proposed Sailing.
2311 A. Dixon		July 28 <i>W. A. Evans</i>	2374 W. A. Evans		July 22
2371 R. D. Jones		Aug. 5 <i>E. L. Lenoir</i>	2377 J. C. Williamson		Aug. 18
2373 J. Truebridge		Sept. 2 <i>Columbia</i>	2576 T. H. Dobson		Sept. 23

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and Hor Springs, Norris Mountain and Fisher Payer Peaks, Yellowstone and Grand Teton and Falls of the Yellowstone and return, and five and one-half days on the Park Association trip.

Our tickets will be valid from August 15 to August 31, N. P. Steamers leaving Honolulu on August 15 and will be good for transportation on N. P. Steamers to Honolulu, making a fine round-trip time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

As of February 1, neither Points on application for admission to the National Park and will be issued to members of Governmental Societies.

For further information as to Passenger Tickets, apply to:

DEUTSCHE LLOYD & CO. LIMITED,
Hamburg, July 28, 1909. *América Latina* 1445

DEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

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